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Cariboo *and* Northwest DIGEST

Covering

Fraser Canyon

Bridge River

Cariboo

Central B.C.

Peace River

Alaska Highway

and the

Yukon

Issued Monthly



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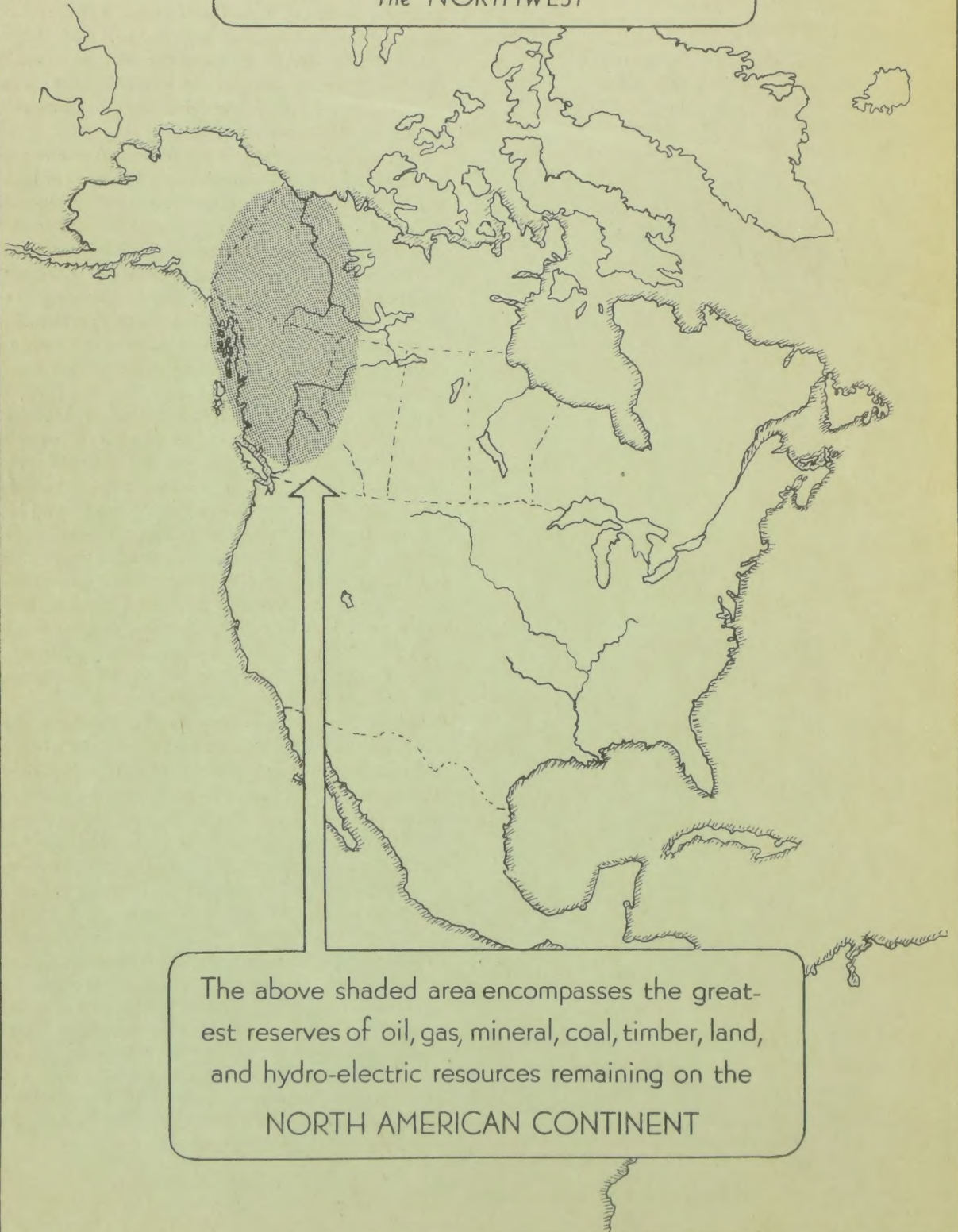
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The Great North Road - into Cariboo -
now being Black-topped - (see page 22)

CARIBOO & NORTHWEST DIGEST

- COVERS -

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NORTH AMERICAN CONTINENT

Cariboo & Northwest DIGEST



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DR. FRASER BUCKHAM
COLLECTION

Editorial
BCPM-MODERN HISTORY 975.189
SEED PLANTING and PREPAREDNESS

There is little doubt about it. The two great ideologies of this shrunken world are not going to be able to live side by side indefinitely without open conflict. With Communist and Capitalist governments equally determined that theirs shall be the form of government eventually spread to every part of the world - war is the inevitable result - with the odds (at present) in favor of Communism.

The odds are in their favor because whereas on the one hand Communists have erected a very effective 'iron curtain' around their domain which it is impossible to penetrate, and inside of which we have no means of planting the seeds of Democracy and a free government - we (the democracies) on the other hand, allowing free speech as we do, are wide open to the planting of communist seeds of dissension - and indeed, the seed appears to be doing quite well - much TOO well.

It is an undeniable fact that a recession has set in. Economists everywhere are writing millions of words about it. It is noticeable that this recession set in immediately that the United States tightened its purse-strings in its program of pump-priming the economies of war torn democratic countries. Obviously the pump-priming of Europe cannot go on indefinitely - nor has it worked as well as was expected. It was found that the countries so primed had not built up the desired economic momentum to carry on once the supply of American dollars was curtailed.

What the protagonists of the western ideology now have to guard against, and this is imperative, is a quickening downhill economic slide into a depression similar to the hungry-thirties - for poverty is the breeding ground for Communism - and if the seeds took root during the economically 'good' times immediately past - they would certainly flourish dangerously in a depression.

It is high time now, that North America concentrated a little less on what lies beyond the oceans, and let the countries concerned do a little pulling on their own bootstraps. If they are truly democratic in spirit, they will pull, and pull mightily. If not, they were not worth bothering with. In the meantime we could concentrate on preparing ourselves for the inevitable by getting our own economic house, and our own back yard in order.

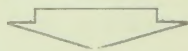
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Senator Warren G. Magnuson

WHICH SHOULD IT BE HIGHWAY - To

ALASKA RAILROAD WOULD OPEN VAST AREAS OF NORTHERN B. C.



claims - WARREN G. MAGNUSON
United States Senator

On this and succeeding pages Cariboo & Northwest Digest brings you two conflicting lines of thought in regard to what is needed in the way of communications in Northern B.C. and Alaska.

Reprinted from 'Construction World'

In Vanderhoof, British Columbia, members of the local and Fort St. James Boards of Trade got together and penned a telegram to President Truman.

This occurred in March, and they were directing their attention to proposals for extension of a railroad to Alaska. They referred to "fore-sight and commendable efforts" and went on to say:

"In central and Northern British Columbia we have a vast unexplored area and many known deposits of lead, copper, zinc, mercury, antimony and other essential metals which would be made accessible by this project."

They addressed a copy of their wire to me. It struck me as a singularly expressive statement of the growing conviction that there is worth in the project.

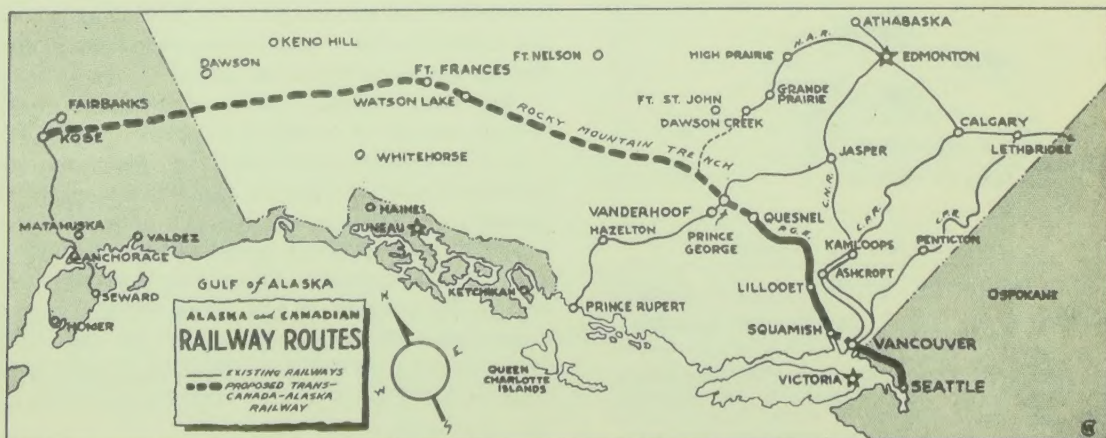
This is a proposal that has bi-partisan sponsorship in the United States Senate. In this, and in the 80th Congress, Nebraska's Senator, Hugh Butler has joined me in co-sponsoring the necessary legislation.

It should be emphasized at the outset that we have made only a beginning, and until there is action by both Houses of Congress, hardly that.

CANADA - U.S. AGREEMENT NEEDED

Among the many steps, there is the requirement for an international agreement between Canada and the United States before rails can be spun toward and into the Territory of Al-

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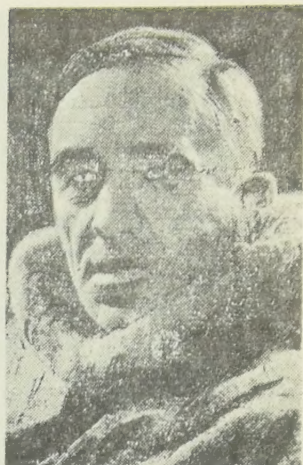
Favorable route for a railway which would link the United States with Alaska is indicated by the heavy dotted line in the above map. The B.C. government is extending the Pacific Great Eastern Railway from Quesnel to Prince George from which point construction of the Alaska railway would continue. Bids are to be called soon for construction of a highway that will complete land connections between Vancouver and Squamish to provide fast passenger and express passage between these two points. At present connections are made between Vancouver and Squamish by boat.

A RAILROAD or SUPER-Serve The Northwest ?

A RAILROAD WOULD LOSE MONEY - HIGHWAY IS THE ANSWER



claims - DONALD MacDonald
former member Alaska Int. Highway Commission



Donald MacDonald

Reprinted from 'Fairbanks Daily News-Miner'

A proposal for President Truman to negotiate with Canada for construction of a 1350-mile rail link from Prince George, B.C., to Kobe on the Alaska railway today was labelled "another piledriver to drive a tack" by Donald MacDonald II, "father of the Alaska Highway"

He also described such a project as an effort to unload on the tax-payers of the U.S. a Canadian government-owned railroad line which, like the Alaska railroad, is government supported.

MacDonald recommended instead construction of a 550-mile stretch of highway which would shorten the present road connection between Seattle and Fairbanks by 1,000 miles.

"SECRET SURVEY"

His expression in an interview was prompted by the estimate of Sen. Warren G. Magnuson, Democrat of Washington, that a railroad over a route determined by a wartime military "secret survey" could have been built at a cost of \$111,859,000.00

MacDonald scoffed at the estimate as misleading and declared that the "secret survey" was something like a "secret brass band."

MacDonald said he spoke as the man who was in charge of office engineering incident to the 1942 survey for a proposed military railroad from Prince George to Teller on the Bering Sea. This route would encompass the link referred to by Magnuson.

Magnuson and Sen. Hugh Butler, Republican of Nebraska, have introduced a bill providing for the president to negotiate with Canadian officials over extension of the P.G.E. railroad 1,150 miles through Canada and 250 miles into Alaska and Kobe.

ESTIMATES DISPARITIES

MacDonald said his own computations showed that such a railroad could not be built for less than \$300 million, whereas road links between existing Alaska highway network and the British Columbia highway system could be constructed for \$20 million.

The disparity in these engineering cost figures he said, "is indicative of very uncertain economic understanding" on the part of the railroad's proponents.

MacDonald has been Alaska's most active champion of development of the Territory through expansion of internal roads and shortest land routes to the States. He pioneered engineering phases of the Alaska highway and was appointed by President Roosevelt as the Alaska member of the Alaskan International Highway commission.

He asserted that the P.G.E. railway was built about 1912 "at a time of hysterical railroad expansion in Canada."

This line, owned by the government of B.C. originates at Squamish, a salt water port on Howe Sound about 50 miles from Vancouver. It traverses 330 miles to Quesnel, B.C., 80 miles south of Prince George. The line connects with no other railroad at either end."

"PROVEN FAILURE"

Economically speaking, MacDonald claimed both the P.G.E. and the Alaska railroad have, proven failures, and for similar causes.

"Neither railroad has been able to generate consistently enough freight to pay the operation and maintenance, to say nothing of interest

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Fairbanks, northern terminus of proposed railroad.

aska. That, alone, will take time.

Perhaps the foremost need, however, is for a reliable economic report as to the feasibility of a railroad link to Alaska. We have aimed our legislation in that direction.

Much of the conjecture as to where we stand can be dispelled by reference to the two pieces of legislation before Congress. They are before the Senate Committee on Foreign Relations. Hence they are competing for attention with all other international legislation.

Senate concurrent resolution 13 is a statement of policy, and our first hope for attention. Senate bill 740 would be a beginning step toward eventual construction of a railroad connecting the existing system serving the U.S. and Canada and terminating at Prince George, B.C. with the system serving Alaska and terminating at Fairbanks.

Briefly, the bill would authorize the President to enter with the Dominion of Canada and make agreements on the survey, location and construction of such a railroad. He could designate such federal agencies as he chooses to carry on "either directly or under contract" the work of the survey and location. This would be done with like agencies or officials designated by the Dominion.

ALASKA DEVELOPMENT ESSENTIAL

Resolution 13 sets up a course of action for the President. It starts with a statement of reason, setting forth: that the development of Alaska, its lands and resources, is essential to the economic welfare and security of the nation, and that such development is necessary to the defence of the Territory.

Adequate transportation within Alaska, and

between the United States and Alaska, is essential to the development of northern resources and defence. It concludes that existing transportation facilities are not adequate for the development and defence of Alaska.

It proceeds forthwith to call upon the President to start negotiations with the Canadian government looking toward determining the desirability and economic value of extending the existing system into Alaska, and to cause surveys to be made and plans, specifications and and cost estimates to be prepared covering the construction of the rail line making that connection.

Studies with the Canadian government for reciprocal tariff and immigration arrangements are to be made as well.

In this second (and last) section, the resolution asks for the purpose of expediting its purposes, that the President utilize appropriate executive agencies, and proceed to present to Congress within 60 days, estimates as to the cost of surveys to determine the economic feasibility of the road.

SURVEYS TO FOLLOW APPROPRIATION

The President is asked to accompany the estimates with a request that funds for the surveys be appropriated, and is to start the surveys when funds are provided. He is to submit to Congress, as soon as possible, a progress report on relations with the Canadian government, together with his own views on the economic phase of the project and whatever else he deems pertinent.

While this project deals with the 1400-mile gap between Prince George, B.C. and the pres-

Continued on page 40

HIGHWAY - continued

on the investment," MacDonald said.

He said the total debt now of the P.G.E. is estimated at \$120 million.

The Alaska railroad, he declared, from its inception until 1938 had developed a peak tonnage, exclusive of inter-Alaska coal haul, of only 50,000 tons annually.

"This is about enough to require 10 days of operation by any first-class single track railroad," MacDonald said.

The Fairbanks engineer charged that, in addition, "the Alaska railroad has used every device that could be used by a privately owned railroad to maintain a monopoly and defeat other forms of transportation, including a veiled alliance with a steamship company."

"IDENTICAL POLICY"

In this respect, he stated that the policy of the P.G.E. has been identical.

"It is obvious," MacDonald said, "that neither the Alaska railroad nor the P.G.E. could continue operation under a free economy.

"They exist only because of the patience and lack of understanding of people burdened by an intricate tax system where the real taxpayer is unaware of where his money goes."

"The general facts are," he said, "that this was envisioned as a military railroad. The projectors were not concerned with development of commercial aspects of this line. Therefore it is not remarkable that the survey does not pass through a single town after it leaves Prince George until it reaches Teller."

As surveyed in 1942, the line would reach Fairbanks only after a 100-mile back movement over the ARR from Kobe. To connect with Whitehorse, the proposed line would require a 135-mile extension of the White Pass-Yukon railroad.

MacDonald described a connection with Whitehorse as essential because it would be the first point of supply in more than 900 miles from Prince George.

"INCALCULABLE LOSSES"

Magnuson's estimate that the railroad could be constructed for under \$120 million was based, MacDonald said, on 1942 construction costs and the intention of the military to utilize light steel and trackage salvaged from previously abandoned railroad lines. Under present costs and using new steel, an investment of at least \$300 million would be required, MacDonald figured.

"It is unimaginable," he said, "that any private corporation would undertake such a

burden. Therefore it is evident that the time required to develop tonnage to pay interest on the investment over and above operation and maintenance expenses would be far too great to fall within the life of the capital, which would be perhaps 10 years.



Tremendous quantities of freight are handled on today's modern highways.

"It is apparent that such a railroad could be sustained only by taxation to make up losses. To this must be added the incalculable losses deriving from the existence of the railroad as an obstruction to the development of highway transportation."

SUBSTITUTE ROUTE

Comparing the difficulties of maintaining a railroad as against operating a highway, MacDonald pointed out that the northland's peculiar climatic conditions produce heaviest precipitation during the late summer and early fall. This period, followed by a short evaporation season, leaves a roadbed saturated at freeze-up time, causing heaving throughout the winter. This is no major handicap on a heavily graveled highway, MacDonald said, because motor vehicles do not require the level cross-section essential for trains.

MacDonald would substitute for the Magnuson project not only road for railroad but another route — that he originally conceived for the Alaska highway.

This would lie on water level — west of the present Alaska highway and the surveyed railroad route. As defined by MacDonald, it would pass through an area of great resources and would be so located that Alaska coastal cities could be served by the construction of short branch roads.

MacDonald's figures show 200 miles less construction than would be necessary under the railroad project, and elimination of at least 35 bridge structures.

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"THERE ARE STRANGE THINGS DONE 'NEATH THE MIDNIGHT SUN"

FOR MILADY'S BEATIFUL FURS - A TERRIBLE WAS PAID

by LEE STANLEY

In his lonely trapper cabin on the banks of the Sikanni Chief River, seventy-five miles from the nearest settlement in North Eastern B.C., lay John Pick, deathly ill from ptomaine poisoning. The pain was excruciating and ever since his abdomen had begun to swell from gas several days before, he had had the idea that if he could puncture his stomach with some sharp instrument, he would be relieved.

"Please, George," he said to his nearest neighbor who was tending him, "Please help me. You know there's no hope of a doctor, and if I don't operate I'm sure I'll die...."

George Farrel, sixty-one years old, bald, thin, weatherbeaten trapper was tired of the argument. It had been going on for days and he could see Pick's logic. If he didn't do something Pick would be sure to die. The swelling was terrible, and the suffering man's groans were exhausting to his nerves. But he couldn't do the deed himself for if it should fail then he would be guilty of taking a human life. But if he didn't do something wouldn't that be almost as bad as murder?

"All right," said George. "I'll help you. What do you want?"

"I want something fine and sharp — just enough to make a puncture. Cut off the generator of that Coleman lamp on a slant so it will be sharp."

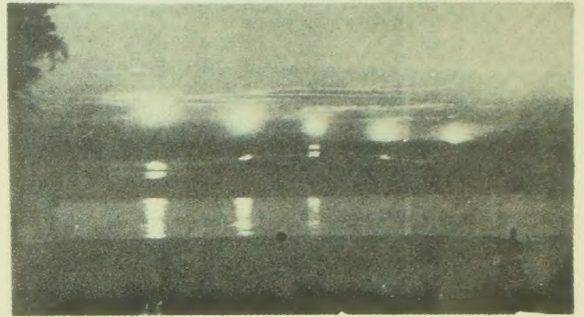
George did as he was told. Then he handed it to John.

"This isn't sharp enough," John gasped between groans. "File it to a point."

"I can't go through with it, John," said George. "I'm afraid. Here's the file. You do it if you want, but I just can't....."

John took the file and laboriously worked the brass tube to a fine point.

The effort was exhausting and John was in such great agony George could not refuse to help when the sick man pleaded with him to hold him in a sitting position while he actually drove the crude operating instrument into his own abdomen with a chunk of kindling wood. He fell back exhausted and for the first time since the onset of the poisoning six days before,



slept. And so for the first time, did Farrel.

When he awakened in the morning the sick man seemed better, thought George, and his mind went back over the hellish nightmare which seemed to have started years before.

On February 26th George had rushed in from his trapline to his home cabin, separated by a thin strip of woods about a half mile in length along the river bank from the one John Pick had built when he immigrated from Poland in 1912. Because the trappers could not see each other's houses they had worked out a system of signalling with rifle shots to convey messages. Before George set about making camp, he fired a single shot into the air to let Pick know that he was home, and then he went about the business of unharnessing and feeding his dogs, lighting a fire and drying out his wet clothes.

Soon Pick appeared and the two men discussed the events that had transpired on their respective traplines. After about an hour's visit Pick said,

"I've got a batch of sourdough bread brewing, and I'd better be gettin' back home to it."

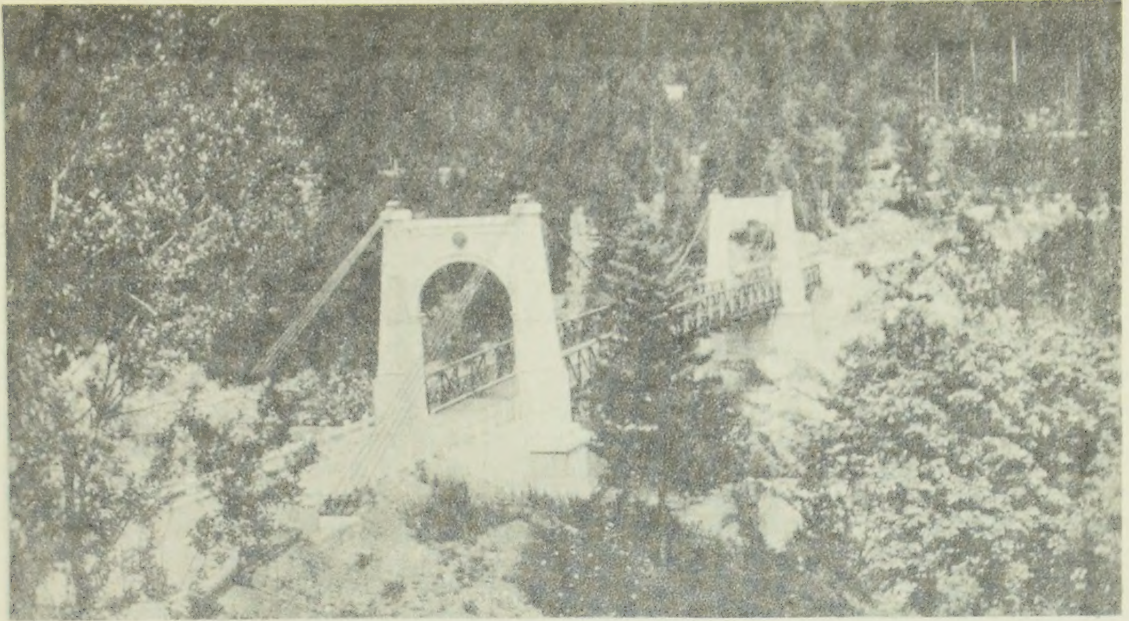
Shortly after, George heard a series of shots from the direction of Pick's cabin.

"Pick must have seen a wolf or moose on the river and be firing at it," thought Farrel.

The crisp, cold February air was as silent as a vacuum. Then suddenly another series of shots rang out hard and clear — three of them — and the echoes reverberated along the river.

"Something IS wrong, and I must go!" George thought as he prepared to leave for what he

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ALEXANDRA BRIDGE

by H.W. JOHNSON

"The best designed bridge in Canada, and one of the most beautiful bridges in the world," said Dan Sutherland, bridge builder extraordinary, of the new Alexandra Bridge, soon after it was built in 1926. And what he said of the new bridge was true also of the old, for the present structure was designed to look as much like the original as was possible. It is a bridge unmatched in design and setting, and one of which we British Columbians can be proud.

In 1861 the Cariboo gold excitement was building up to its peak and the need for adequate transportation was imperative. The Douglas route by way of the Harrison, Lillooet and Seton Lakes was unable to handle the traffic. A road was being built eastwards across the mountains from Hope but it was headed in the wrong direction. A trunk road by way of the Fraser Canyon was indicated but the obstacles were tremendous and the cost seemingly prohibitive.

In October of that year Governor Douglas, after thoroughly going over the ground, made his decision. The road must be built, and at once. The Royal Engineers were ordered to make the location. A key party under Sergeant McColl was sent out to find a site for a bridge, for although the road would start out from Yale on the west bank it was evident that it would have to cross to the east side somewhere in the canyon. By the end of October McColl was back with the report. He recommended

that the bridge be located a mile and a half downriver from Chapman's Bar, where the river was only two hundred and fifty feet wide.

Construction of the road started immediately. Some seven miles out of Yale and about the same distance out of Clinton was built by the Royal Engineers. The rest was done by private contractors or by the Government itself. For nearly a year and a half no apparent move was made to start the bridge, although it was evident during that time that plans were being made and materials ordered.

In February 1863 a contract was let to Jos. W. Trutch, and by September of that year the bridge was finished.

The two main cables were built up on the spot. Steel wire was brought over from England in spools and the strands were laid in place one at a time until a thickness of about four inches was obtained. The strands were not twisted as in the modern cable. Then the whole was bound together and so thoroughly wrapped that fifty years later the individual wires were as bright and shiny as the day they were laid.

When completed the bridge was tested with a four horse team and wagon loaded with three tons of freight. The deflection was inappreciable - not more than a quarter of an inch.

Total cost of the bridge was about \$45,000 and to pay for it Trutch was allowed to collect, for a period of a year, a toll of one third of a

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FRASER RIVER SALMON

AN OLD TIMER RECALLS EARLY DAY SALMON RUNS ON THE FRASER RIVER

by A.W.A.PHAIR

The Salmon of the Pacific coast (oncorhynchus) is only found in the Northern hemisphere, in the temperate and arctic zones.

They differ greatly from the Atlantic Salmon in that they ascend the rivers to spawn and die. The eggs are hatched in the winter, and the young remain in the streams and lakes for a year or more and descend to the ocean when they are about three inches long (called fingerlings) There was a time when these were so numerous that they were caught by the Indians by the millions and dried. They resembled sardines.

After they reach the ocean, it is not known where they go, but in four years they come back to the river to finish their cycle. The Sockeye weigh from five to eight pounds. They are the greatest commercial salmon. Then there are the Springs or King Salmon. These, have been known to go over a hundred pounds, although most range from 20 to 35 pounds. The Chinook is about the same size as the Sockeye, then there are the Humpbacks or Dog Salmon, which do not come far up the river.

The Pacific Salmon does not eat from the time it enters the rivers, therefore it is not a sporting fish, but this year some have been caught at Lillooet on spoons. Most of the ones caught are small, and silvery, and perhaps it is due to the improved conditions at Hell's Gate that allows them to arrive here in good condition

It must have been about 1888 that I first saw a Salmon run in the Fraser at Lillooet. They looked a solid mass almost to the centre of the river from its mouth to its source. All the tributaries of the river that had a lake at their source were also full. There were probably over a million to the mile, and they kept steadily moving up to their different spawning grounds hardly ever resting. Each went back to the place where it was hatched, but now they have definite runs. Two years ago the Thompson River was a mass of Sockeye going up to Adams Lake spawning grounds, they came up the Fraser and left it at Lytton. This year it is the Sockeye run for either the Chilco or the Quesnel and none went up the Thompson.

Sixty years ago no one could foresee the time

when there was a danger that the Salmon would perhaps be a thing of the past, by extermination as were the Passenger pigeon and the Buffalo, but this very nearly happened, due partly to the way the canneries were exploiting; at one time the seine nets were so numerous at the mouth of the Fraser that hardly a fish could escape. Later traps were built at Victoria. The Americans got the first crack at them as they passed up the Washington coast. There was no agreement between the American and Canadian governments then, so the Salmon soon began to diminish in numbers. The Canneries began to worry and different schemes were tried out.

The Canadian Government got the idea that hatcheries would solve the problem, but figured it would not do much good if the Americans did not agree to regulate their catches.... Both the Dominion and B.C. governments built hatcheries at Harrison Lake, Owl Creek, Pemberton and Lillooet. The one at Lillooet was operated by the B.C. Government. They brought in J.P. Babcock from California, who was supposed to be the best available man on Pacific Salmon. Leroy Ledgerwood, also from California, was put in charge of operations here. It was decided to build the hatchery on Seton Creek at the foot of Seton Lake. Babcock was probably misled by a late run which spawned in the Creek. It was found later that the principal run spawned at the head of Anderson Lake. This meant that the Salmon had to be held here until they ripened; a fence was built at the head of Seton Creek. Every four years the run ran into the millions, in the intervening years the runs were smaller.

Many died in the Creek before being ready to spawn, but even so they easily filled the hatchery to capacity, and hatched some 75,000-000, successfully. However they could only be kept in the hatchery until the yoke sack on which they fed, was gone. Ponds were built in the creek and the fry turned out, but it seems something went wrong, and the following morning most of the fry had died, either they smothered or the change killed them.

The following year they tried feeding them



Twenty-five years ago the above photo was taken by A.W.A. Phair of Lillooet four miles above town. At that time Fraser River salmon runs were tremendous - with an estimated one million fish per mile. Today they are much smaller - but are being built up again . Greatest single aid - the Hells Gate Fish Ladders.



Hells Gate Fishladders - Previous to their construction salmon were hampered in their migration to the spawning grounds in northern lakes..



Catching salmon for the Lillooet Hatchery 30 years ago.

on canned Salmon, but this was not successful and soon the Seton Creek run was a thing of the past, and even after 30 years very few Salmon enter Seton Creek.

The next great disaster that hit the Salmon run was the dumping of rocks into the Fraser by the building of the C.N.R. at Hells Gate. this just about finished the Salmon. At the critical time the water was at such a stage that it is estimated 14,000,000 died there in one run. They were backed up for 14 miles below the falls (gate) there were at least a million fish to the mile.

At last, it seems, a solution has been found. Canada and the U.S.A. have gotten together--scientific data has been obtained--fish have been tagged and a lot learned about the runs. The International Pacific Salmon Commission seem to be on the right track. They are building fish ladders, not only at Hells Gate but at all places where the salmon have been held up, as at Bridge River Falls, Chilcootin River etc. Already they are proving a success, the Adams River run is almost back to what it was in the early days. In 1945 the Chilcootin run was supposed to be about 28,000 this year it, is over a million.

Salmon have always been the staple food of the Indian. It seems that the run in the early days on the Northern Rivers was sometimes a failure-- the Hudson's Bay Co. mentions the Indians nearly starving when the runs were small.

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Indians fishing for salmon with dip-nets (1949) - Contrast this with the photo on page 11. Had the Indian of that day used a net it would have been so full of fish that he could not have lifted it from the water.



Indians camped on the bank of the Fraser River for the duration of the salmon run. Bridge in the background is the Chimney Creek Suspension Bridge 19 miles west of Williams Lake.

A Trip Up The Skeena River

by RITA M. ROGERSON



The Skeena River - showing both railway and highway against a background of mile high peaks.

"Hi there, I'm going up the Skeena to Frizzel's Hotsprings." My brother Bill greeted me, as he opened the kitchen door, one summer morning. I was down scrubbing the floor, feeling very sorry for myself.

"When are you going?" I asked, wondering if the time would be suitable, so I could invite myself and my husband along on the trip.

"Around noon hour," Bill answered, smiling. "Why, do you want to go along?"

"I sure do," I said, "but we can't get away until six."

"Can't go any later two on account of the tides."

That had me floored for a minute, I admit, but then a light beamed-- there was a train leaving at eight that evening, and as the next day was a holiday, well--.

"Bill," I said brightly, "We can catch the train and get off at one of the canneries. At which one will you pick us up?"

"Oh, Cassiar, I guess. I'll wait for you there, and then we'll go the rest of the way up the river to the Hotsprings tonight."

"Swell," I said. "We can catch the train, then I'll just consult my better half to make sure he's agreeable." He was, so those were the plans.

That evening Jim and I, loaded with a big box of groceries and sleeping bags, caught the train. By the time the conductor came along, the train was moving and we asked for a ticket to Cassiar. The best he could do, was to sell us a ticket to Haysport, about nine miles above. As Bill had to pass there anyway, to go to the Hotsprings it seemed a fair spot to stop at.

We rode by a number of canneries before Cassiar arrived. As the train slowed for a mailbag, we waved madly at Bill, whom we spied in the throng of cannery workers down to see the train. I practically hung out the window waving, but somehow his eye refused to be at-

tracted. Now we were in a bit of a muddle.

At Sockeye, three miles past Cassiar, the train stopped for some unknown reason. Jim looked at me and said, "What do you think?"

I said, "Let's jump and run back to Cassiar."

So we jumped and started back along the track. However, each time we heard a boat, we made a dash through the trees to the river bank to see if it was Bill on the Kincolith. After a bit of this we decided to stay on the river bank, so Jim, loaded with sleeping bags and I with boxes of groceries, ran along the slippery shores of the Skeena River. There were many little canals to leap over, and the footing was unsure. I had a few tumbles. If Bill did come along, we hoped to attract his attention by waving, but that was a pretty dim hope. Our best bet was to make Cassiar. We finally left the river bank for the track as a rock cut hove into view.

Puffing and panting, we loped into Cassiar Cannery and the first person we met was Brother Bill.

"Hi there Bill," I gasped with what was left of my lung power.

"Where have you been? I've just been phoning in there," he motioned to the cannery office. "I phoned Rupert and they said you had left. Then I phoned Haysport, and they said you weren't there. I was just beginning to wonder where you were."

Jim told Bill the circumstances of our arrival, as we walked to the boat. Bill was quite amused. As we were boarding the Kincolith an old Indian came up to Bill and said,

"Doctor MacDonald's boat?"

"It used to be. Why? Are you from the Nass?" The Indian nodded his head vigorously.

"Are you working here for the summer?"

I didn't wait to hear any more. By the happy look on the Indian's face and the interested

look on Bill's I could see this was going to be one of those long conversations that Bill goes in for. Besides if they were discussing a boat, it would probably last all night.

Bill and his cook, who was a nice young chap just making the trip for pleasure, had just finished eating. The fire was out, so we had some coldish coffee and a sandwich. Then we sat down to rest our weary bones.

Later Bill came in and said he guessed we had better spend the night where we were, as the tide was now turning. We did have faint ideas about getting a cabin at Frizzel's Hot-springs that night and enjoying a comfortable sleep, however, the plans had changed. Bill had his air mattress and sleeping bag in one bunk, so he was cozy. We, the self-invited guests, shared the other single bunk. Jim slept with his feet in my face while I returned the compliment. Even at that there was no room to spare. The cook slept on a board that extended from the sill of the door to the end of the table at an angle of 45 degrees. His feet, were on the other side of my face.

About seven thirty the following morning Bill and the cook arose to start the engine and get under way. I dove into Bill's comfortable bunk and slept until we reached the hot springs.

We all had a dip before breakfast. It was the most wonderful feeling, after sleeping in your clothes beside the smell of engine grease and oil, to soak in the warm baths. They have three wooden baths, in separate compartments, all in one bath house. Outside was a larger wooden one of cooler temperature, where everyone does their swimming and diving. We all enjoyed ourselves very much.

After breakfast, we laid on the floats, relaxing in the sunshine. All, that is, except Bill. He had a little business to do with Mr. Frizzel, and a lot of talking to do in order to catch up on all that had happened since he had last been at the hot springs.

The tide went out and left the boat high and dry, but a log acted as a safety prop, keeping the boat in an upright position. We all had another swim in the hot mineralized water while waiting for the tide to come in. Lunch aboard the boat, still high and dry, was rather a strange experience, but soon the tide floated it and once more we could be underway. We hated to leave the warm relaxing springs and the congenial atmosphere of Mr. and Mrs. Frizzel's hospitality.

Bill had to go to Balmoral Cannery to pick up a boat. It was a 'has-been' cannery with only a watchman holding the fort. It was rather a pretty spot at the junction of the Skeena and Ecstal Rivers, with tall heavily timbered

Continued on page 32



Part of the fishing fleet in Prince Rupert harbour.



Looking up the mouth of the Skeena River



The outdoor pool at Frizzel Hotsprings



Totem poles similar to those shown above are a common sight in villages along the Skeena.

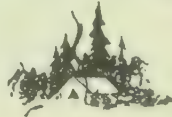


From left to right - Betty Ogden (Lac La Hache) retiring Queen, Marlene Hunt, attendant, Norma McDonald, 1949 Regatta Queen, Adrienne Buckholtz, attendant.



Photos by BLACKWELL'S Williams Lake, B.C.

CARIBOO YOUTH CAMP



Cariboo's fourth annual inter-denominational youth camp, at Lac La Hache, has completed another successful season. Between July 3rd and August 7th there were 78 boys and girls at the camp, coming from Prince George, Wells, Quesnel, Williams Lake, Chilcotin, Horsefly, Likely, Miocene, Bridge Lake, Clinton, Lac La Hache and Vancouver.

Lac La Hache has long been a favorite spot with grown-ups who come annually from far and wide to fish in its clear blue waters or just relax along its shores at one of the many restful lodges there. It is little wonder then that the youth of Cariboo are coming each year in increasing numbers to spend a part of their holiday season at this beautiful spot. Located on the shores of the lake, the Camp offers swimming, boating, fishing - and in the nearby hills - hiking and riding - - everything that could be asked for in a summer outing.

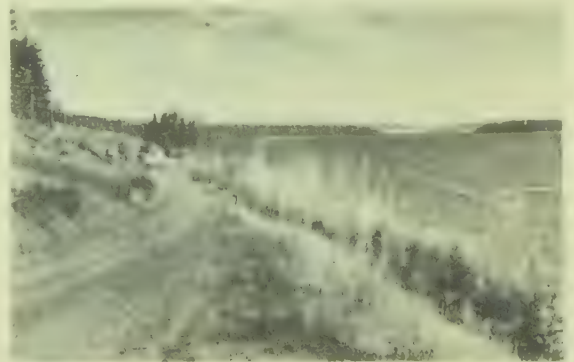
The camp was under the general direction of the Rev. Gordon C. Ashbee, Vicar of Wms. Lake, and the Rev. Gordon C. Hunter, United Church Minister of Wms. Lake. Other leaders were Miss Olive Smith, New Westminster, Mrs. Peebles, Quesnel, Mrs. Patenaude of Horsefly, Mrs. Hunter, Miss Waterman and Miss Murray of Caravan Mission. Camp nurse was Mrs. Ashbee, while Mrs. Hanson of Bridge Lake served as camp cook.

On July 13th, under ideal weather conditions, the Annual Regatta was held. Attended by Mar-

lene Hunt and Adrienne Buckholtz, Miss Norma MacDonald was crowned Queen of the Regatta by retiring queen Betty Ogden. (see photo)

At the Regatta the Senior Boy's cup was won by John Howard-Gibbon of Williams Lake, while Flo Bowie of 150-Mile took the similar girls trophy, with the Junior Boys Medal going to Roderick McKenzie of Wells, B.C.

The camp Committee wishes to express its sincere thanks to all those who helped to make this years camp so successful - the Leaders, those who contributed cash donations, the Queen and her attendants (who raised over \$250) and last but not least, the campers themselves - who were as fine a lot of campers as you could find anywhere.

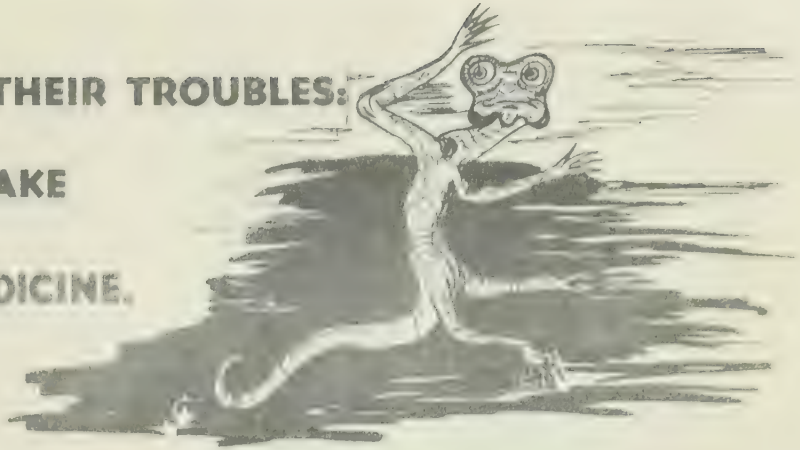


Lac La Hache - on the main Cariboo Highway

EARLY NATIVES HAD THEIR TROUBLES:

CULTUS SNAKE

HIM BAD MEDICINE.



Have you heard of the famous race with death from Lillooet-to-Lytton and back?

If you haven't, here it is — First a word of explanation. Among the family of newts or salamanders most are harmless, but there is one perfect demon that if he catches you asleep will enter your body as best it can, find its way to your heart and — you are a dead man.

You can recognize this little devil by his mouse grey color, lightning movement in water, his hands must have five fingers instead of the usual four, and he has a habit of sitting up, shading his eyes with his hands and staring with hypnotic gaze at his chosen victim.

Woe betide such a man, for the "Cultus snake" (Wutchain, in Indian) is a relentless pursuer and very hard to evade. The only thing to stop him is salt, which he hates.

And, by the way, the reason why he does not attack whites is because they eat so much salt in comparison with Indians.

Now here is the story, or rather relation of an occurrence:-

Sitting in his cabin near Lillooet, an Indian spotted a Cultus snake glaring at him under raised hands across the doorstep.

Knowing what this meant, the Indian lost no time in going out the back door, catching and saddling his horse, and galloping away down the curving stony road to Lytton, 48 miles away.

To make doubly sure, he changed horses when halfway, through kindness of a tillicum and in record time reached Lytton and threw himself on the hospitality of another friend.

"Now," he thought, "I am safe and can enjoy a good sleep." But alas! he had forgotten the Fraser River and the fact that the Wutchain is a lightning swimmer, for lo and behold! when he glanced at the open doorway there was the little devil giving him the deadly stare again,

just arrived from his long swim down the river.

Terror stricken, the scared Indian fled through the window, or maybe the back door, got two of the fastest horses he could beg from his tillicums and away he went as if the devil himself was at his heels on the uphill road back to Lillooet and home, consoled a little by the thought that his enemy could not buck the river current.

Reaching his cabin almost in a state of collapse from nervous and physical exhaustion, he had foresight enough to put a line of salt outside and around the doorstep before throwing himself, clothes, boots, and all, on his bunk, to sleep, snake or no snake.

Waking in the late morning, he cautiously opened the door, and there, lying dead on the barrier of salt, was the Cultus snake.

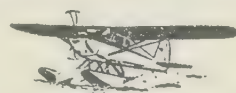
Turning over the body with a stick to make sure it was dead, to his amazement the Indian discovered that Wutchain's ribs were worn to the bone from hitting the hard road all the way from Lytton, which proved, of course that it was the same Cultus snake all the time.

It is said that the surest way, but a rather difficult one, is to walk for two days over a glacier, for then the seemingly tireless hunter gives up the chase from "cold feet."

A WORD OF ADVICE

Pilot to tower - Pilot to tower - Plane out of gas - Am 8,000 feet in the air and thirty miles out over the Atlantic - What shall I do?"

"Tower to pilot - Tower to pilot - Repeat after me - 'Our Father, Who art in heaven.....'"



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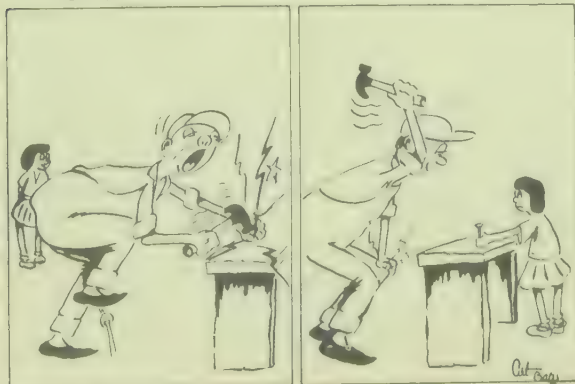
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'...and instead of fixing the leak, they installed this pump...'



Over The Desk

A TIMELY LETTER
ABOUT GAME

Editor,
Cariboo & Northwest Digest,
Quesnel B.C.

Dear Sir:

The tourist trade is on the decline in B.C. according to the "Province" October 18th, 1948 issue. Why? For example, let us look back over a year ago in the little town of Burns Lake, the gateway to Tweedsmuir Park. Non-resident hunters from the U.S.A. were moving into these northern towns for their Big Game Hunt, possibly having been booked ahead for their hunt with one of the local guides. Someone started a rumour that the Moose season had been set back two weeks and would open on September 15th, instead of the usual September 1st. Of course the local guides got wind of this and immediately became furious for some of these guides had booked the hunters for a hunt from September 1st to the 15th; also in some cases the hunters were already there preparing to leave on their hunt. Other guides had their parties enroute for their hunt. Now the setting back of the opening date of the Moose season to September 15th, as you can see, would cause no end of confusion, both to the guides and the non-resident hunters, for these hunters are usually not in a position to change their vacation "on the spur of the moment" to conform with the Game Regulations. Now most of the guides in this part of B.C. are living out a few miles in the country, and come into town once a week or twice a month, for supplies; therefore they, had not picked up their copy of the Game Regulations for the simple reason "that the Game Regulations were not available," and were not available until a few days before Sept. 1st. Therefore, is it any wonder that the guides went "up in the air" when they heard such a rumour?

What is to stop the Game Department issuing the Game Regulations a year in advance? This is the question on practically every hunter's lips today. Especially after what happened a little over a couple of months ago. As mentioned in this article previously, a lot of the guides had booked a party of hunters for a hunt in Tweedsmuir Park area, for Moose, Grizzly and Caribou. Now, how is a guide going to book a hunting party for a trip a year in advance

when he doesn't know within a few days of the opening date and possibly his party is already on its way or has already arrived prepared to leave on the trip? How are the guides to know what date the season will open and what Game will be closed? Such is what happened this year.

This year many of the non-resident hunters were very disappointed upon their arrival to learn that the Caribou season was declared "closed" within a few days of the opening date! It doesn't make much sense. Nothing is more discouraging than to come up here for a hunt possibly from the southern States only to find that one of their prized trophies has been close-seasoned while they were enroute! This year the guides were all restricted to a restricted area in which to guide non-resident hunters, which, to a certain extent, is a good idea, keeping the guides from using the other fellow's well-kept trails, and also to prevent over-hunting the game in these particular areas. Of course, most of the guides took out their licences as early as possible, at the same time registering an area in which to guide. This was fine until the Regulations came out a few days before the opening date and the guides found that the season was closed on Caribou south of the C.N.R. (Jasper-Rupert) line.

As it happened, some of these non-resident hunters had come up here more or less to get a Caribou! Discouraged? And why shouldn't they be! Some of the guides in a last effort for their hunters, requested an area north of the C.N.R. (Jasper-Rupert) line, just to hunt Caribou, but no dice; not that there were too many guides on the north side, as there weren't.

Why couldn't the Game Department notify the people that our 1948-49 Regulations would stand as they are for another year, in other words, just skip a year and continue on with the new Regulations for 1949-50 to be issued next year - a year in advance? This would be common sense in accordance with the majority of the guides and also the people of northern B.C. Everyone then would know precisely just what they would be able to hunt the coming season - would also give the guides a break thereby encouraging the tourist trade. Isn't this what we want?

ANONYMOUS'

Editor's Note: "Anonymous" seems to have touched on a sore point with many game guides - and it would seem that the Game Commissioners would do well to try to better accommodate our big game hunters.

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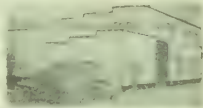
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WHEN CAMELS ROAMED THE CARIBOO



by I.S. KNIGHT

Up the narrow, rocky trail the prospector struggled. He conquered the ascent and paused for a breath, then stared aghast. A number of camels were coming up the trail toward him. Camels in British Columbia! He must be seeing things! He had been too long alone in the mountains. He rubbed his eyes and looked again. The camels were still there. He turned about half expecting to see the black tents of Bedouins and shimmering desert sand, but there was only the familiar scenery of the Cariboo Trail.

In 1862 Frank Laumeister, a prominent merchant and packer of the Cariboo district, conceived the idea of using camels as pack animals. He formed a syndicate and for \$6,000 bought 23 camels from Otto Esche of San Francisco, who had originally brought them from Mongolia. The camels were shipped to Victoria on the ship "Hermann."

One camel died at sea and a female with calf was left to wander at will around Victoria, startling unwary residents. The rest were loaded on a barge and towed into the harbour of New Westminster by the 'Flying Dutchman'. By the time they reached Lillooet, via the Harrison-Lillooet trail, their owners valued them at \$450 each.

The syndicate encountered opposition. Apprehensive settlers appealed to Premier Douglas to quash the 'Dromedary Express' but nothing came of it.

Mr. Laumeister and his friends believed that these Mongolian camels could make 35 miles a day carrying 800 pounds, but as the animals were not yet in good condition, they the first loads to 350 pounds.

Trouble soon came. The camels, unused to rough, rocky trails, developed foot ailments, including falling arches. Boots of thick canvass or rawhide were tried, but didn't work. The sight of the ungainly, two-humped creatures made every well-brought-up horse lose his head and bolt, so that owners of conventional pack-trains sued the camel-owners for damages

regularly and often, and wrecked buggies and wagons, the result of runaways, were a common sight on the Lillooet Trail.

At the end of the year everyone wished the camels back in Mongolia, or farther, so most of the surviving Bactrians were returned to the United States. Some must have been overlooked, for a hunter shot one in Grande Prairie, between Kamloops and Vernon, in 1894. (The discovery of his unusual bag so unnerved the man that he was unable to sleep for a week).

The camel experiment was costly, and old pioneers referred to it as 'Laumeister's Folly'. But it taught everyone a lesson - nobody ever imported pack elephants.



'Now THERE is what I call a REAL Husky dog...'

DEFINITION-

Discretion - Something that comes to a person after he's too old for it to do him any good.



'Why Bill Smith....Gad, I haven't seen you in years...Here, have a bunch of cigars.'

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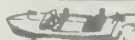
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In many places an entirely new highway is being built as shown above. The clearing to the right is where the new highway will be built. In other sections the new road was built over the old.

CARIBOO HIGHWAY BEING REBUILT and BLACK-TOPPED

Our cover photo this month is a shot looking northward down the hill towards 100-Mile House, taken by Blackwell's, of Wms. Lake, B.C. It, the photo on the back cover and photos on this and succeeding pages will give the reader an excellent idea of what is happening to the old Cariboo Trail (see lower photo next page) originally opened to traffic as far as Soda Creek in

September 1863 - and built at that time for the express purpose of accommodating the thousands of gold-seekers trekking to and from the Cariboo Gold fields.

In keeping with our governments' long range plans, the Cariboo Highway north of Cache Creek is being entirely rebuilt and PAVED. The road shown on our cover is a completed sec-



Second stage in the construction, following the clearing of the right-of-way shown in upper photo,



The completed highway is given its final coating - a four-inch thick layer of hot-mix asphalt. The road in the foreground has already had a thin layer of asphalt as a 'primary' coating.

PHOTOS BY *Blackwell's*
Wms. Lake, B.C.



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Looking down Cariboo's new blacktopped highway. In the distance is 100-Mile House. Contrast the above smooth highway with that shown below - the original Cariboo Trail as used by the gold-seekers of the sixties.



tion of this NEW Cariboo Highway - with easy grades and curves - a road comparable to any in the province. At the time of writing approximately 12 miles of paving have been completed, and with paving proceeding at the rate of a mile per day (half width) it is expected that by late fall the 50 mile section between 100-Mile House and Clinton will be complete.

No cost is being spared to make this one of the best highways in the province. Before applying the 4-inch thick layer of hot-mix asphalt from the latest type of paving machines, the rebuilt gravel highway is graded as smooth as possible. Asphalt is mixed with fine gravel and spread in an inch-thick layer over the roadway with graders, and traffic is allowed to run over this initial coat for weeks in advance of the final coating operation. During this period any defects in the roadbed become evident. Soft spots under this coating resulting in low depressions and small holes are easily spotted and are filled in prior to the final coating. This method has resulted in a road as smooth as a billiard table.

South of Clinton, between that town and Cache Creek, and north of 100-Mile House for 15 miles to Lac La Hache, bulldozers, heavy-duty trucks, carry-alls and other heavy dirt-moving equipment are at work in a dozen places ripping out a new right-of-way and putting in a modern gravel highway with good drainage and easy grades and curves.


Government plans call for the spending of one million dollars per year in rebuilding and paving the highway northward. If the present pace is kept, it will only be a matter of four or five years before the highway is rebuilt and paved through to Prince George where it connects with the Hart Highway being completed into the Peace River, which highway in turn connects with the Alaska Highway stretching for 1523 miles northwestward from the Peace River Block to Fairbanks, Alaska.

LOOKING BACK


The contract for building the original road from Lillooet to Clinton, a distance of 47 miles, was granted in 1861 to the contractors T.B. Wright and John C. Galbraith, at the rate of \$1700 per mile - to be built where they saw fit, subject to the approval of the government. At that time there was no road through the Fraser Canyon, but a road had been started between Hope and Princeton through the Coquihalla Pass, and surveys were under way in regard to the Canyon road (see Alexandra Bridge - page 9). Traffic to the Cariboo Gold Fields was coming in over the old Douglas Trail from Harrison Lake to Lillooet, which

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accounts for the fact that the contract called for the road to start at Lillooet, and that Mile "0" of the Cariboo Highway is marked by a monument erected in that town.

After completing the road through to Clinton the same contractors secured the contract to build the road from Clinton to Soda Creek at little wonder then, considering the contract price per mile, that the original road was narrow and crooked with many steep grades. The contractors had great difficulty in securing sufficient low-cost labour to enable them to keep construction going, for virtually every man who appeared on the trail northbound was convinced that he would make his fortune in gold within a few weeks or months of reaching the fabulously rich fields around Stanley and Barkerville - hence northbound travellers could not be induced, at any price, to work on the road. It was from the ranks of the disillusioned southbound wayfarers, who had won neither fortune nor fame and who were almost penniless, that road workers were recruited.

For years the Cariboo Trail ended at Soda Creek. From that point northward to Quesnel (and on to Prince George) the Fraser River was again navigable and transportation was by means of river steamer, and a 60-mile branch road to Barkerville, completed in 1865. It wasn't until approximately ten years later that an all-weather road was completed from Soda Creek to Quesnel, and in 1922, on to Prince George.

Once the Fraser Canyon - Thompson River route was completed from Yale (head of navigation in the south) through to Clinton, the Harrison-Lillooet Trail fell into disuse, as the new route was more direct. Hence, whereas the original road started at Lillooet, it is the Fraser Canyon route from Hope northward that is now commonly referred to as the Cariboo Highway.

Despite the fact that this highway is one of the oldest arteries of transportation in B.C., if not THE oldest, having been in existence for some 86 years, it has been a much neglected highway insofar as that portion is concerned which lies north of Cache Creek. South of this point the highway through to Vancouver has been gradually widened, straightened and generally improved, and in recent years paved - all in keeping with the overall plan to make it a part of Canada's first trans-continental highway - which it is today. From Cache Creek, the paved highway extends east to Kamloops and on over the Big Bend Highway to connect with prairie roads east of the Rockies. North of Cache Creek the road has, until this year, remained a dirt and gravel road - improved over



Heavy dirt moving equipment at work north of 100-Mile House.



Typical rangeland bordering the Cariboo Highway south of Williams Lake.



Dump trucks engaged in hauling asphalt for the paving job.

the original to be sure, but by comparison with many roads to the south, only a 'trail' - and still referred to by many writers and tourists as such.

Somehow, after the gold rush had dwindled to a mere trickle of late-coming hopefuls, and the boom that had made Barkerville the biggest city west of Winnipeg had died away, an east and west line of demarkation came into being cutting the province roughly in two along the route of the C.P.R. mainline. South of this line the governments of the past 60 years seemed to concentrate all their efforts. Development of the rich farmlands of the Fraser Valley, the wondrously productive fruitlands of the Okanagan, the farmlands and rich hard-rock gold and

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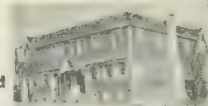
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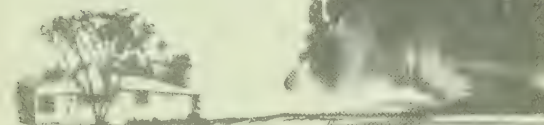


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base metal mines of the Kootenays seemed to be their sole objective. Roads and railroads were built throughout the southern parts of the province and the land was settled very quickly.

For decades following the gold rush the general consensus of opinion in the southern part of B.C. was that - "somewhere north of Cache Creek, in a land of forbidding climate, was a country known as 'Cariboo' - in which someone once found a great deal of gold, but which gold was all gone - and that the country was settled with a few silly people who thought they could make a living by farming or ranching, and who, if they had any sense, would move to more productive lands in the south....Such was, and to a certain extent still is, the general opinion - and past governments did homage to such majority opinion by spending, in the country north of the line of demarkation, only sufficient money to retain northern votes.

Exactly when this line of demarkation ceased to exist, is hard to say. Certainly the threatened invasion of Alaska by the Japanese, the construction of the Alaska Highway by the Americans, the completion of the Skeena Highway to Prince Rupert and the survey for a railway through to Alaska (see page 4), all impressed upon the B.C. government the need for improving communications in the north.

Immediately the war was over, the B.C. Government, under Premier Hart at that time, let contracts for the construction of a 250 mile highway into the Peace River Block, and also embarked on its plan of rebuilding the Cariboo Highway north of Cache Creek.

There are many who claim that it took a war to arouse government interest in the north country, and that it is the threat of another war which is responsible for the present widespread communications building program, which includes completion of the P.G.E. through to Prince George.

This may be partially true, but only partially, for the first reconstruction job on the highway north of Cache Creek was undertaken in 1938, when four miles of highway was built from 93-Mile House southward. The highway built at that time was constructed to modern standards, and although built eleven years ago required nothing but grading before being black-topped along with the newly rebuilt highway to the north and south of it. Obviously the government of that day had made plans in regard to northern roads

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and had set out to do what it could with its limited depression-day budget.

What is happening today is but the continuation of a war-interrupted plan for the development of the north country. Exactly when, the C.P.R. ceased to be a line of demarkation, north of which the government was only mildly interested in, is not important. What is important is that it has ceased to exist, and the north country is now coming into its own.

During the war thousands upon thousands of army and airforce personnel, and construction workers from all over the continent poured into the northwest and saw for the first time this land that was supposed to be peopled with eskimos and snowbound 8 months of the year - saw that it was nothing of the sort; that it abounded in timber, mineral and agricultural resources, and saw that all it needed was improved communications to be properly developed and settled. Net result of this war-caused invasion of the northwest is that virtually every town north of the C.P.R. mainline has doubled or trebled, and in some cases even quadrupled its pre-war population.

The black-topped highway shown on our cover marks the beginning of a new era in the north country. In time a paved highway will extend from Fairbanks to Mexico City, and from Prince Rupert through Prince George to Edmonton, and on to Halifax.



Early days on the Caribio Trail. Where the old freight teams once plodded along over dirt roads modern trucks and busses speed along on blacktop.



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DRILLING OPERATIONS START IN PEACE RIVER BLOCK

Drilling operations in the Peace River Block of British Columbia, now under way while primarily planned in search for oil, may have an important bearing upon the question of natural gas exports to the Pacific Coast.

The present campaign, backed by Pacific Petroleum, Successful Canadian independent; Sunray Oil Co. of Tulsa and Peace River Natural Gas Co., all closely affiliated with the pipeline project of Westcoast Transmission Co., promises to be the most extensive in the history of that inviting section. With 1,150,000 acres under reservation, it is certain that the area will now be given a thorough test.

A few years ago the Peace River Natural Gas Co. drilled a series of six wells, on both sides of the Alberta-B.C. border and in each case developed gas at a shallow depth, with flows running up to 20,000,000 and 30,000,000 cubic feet. As there was no prospective market for the product at that time, all wells were capped.

S.E. Slipper, geologist for Peace River Natural Gas Co., who has been geologizing the reservations during the past few months and discovered the structure now being drilled, pronounces it one of the most promising seen in any part of the north country. It is about 32 miles long, 13 miles wide, and shows 300 feet of closure at surface.

He believes natural gas will be found in strata from 2,000 to 3,000 feet down with possible horizons of gas and oil to 5,000 feet deeper. It was in that interval the Triassic limestone revealed such excellent showings at the Guardian well, 20 miles southeast and lower on the same structure across the line in Alberta.

Site of the first well is about 23 miles northwest of Dawson Creek, 27 miles southeast of Fort St. John and 3 miles east of the Alaska Highway in easily accessible farming country. Drilling has been started with a rotary rig moved in from Dawson Creek.

The \$64 question - How to support both Government and Family on the same income.

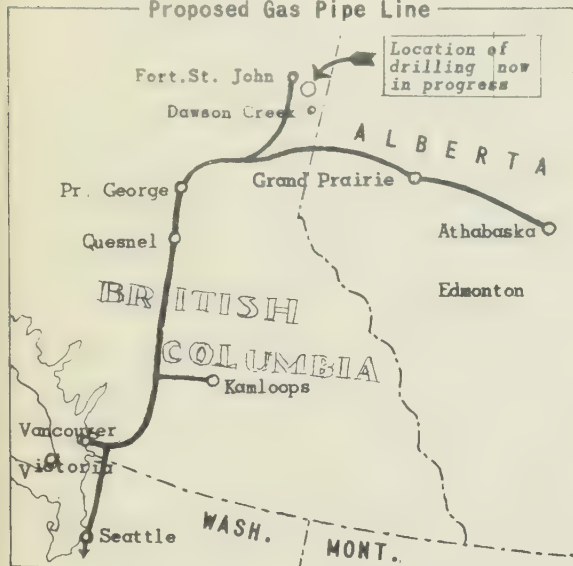
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Night shot of natural gas well which burned for years near Rolla, B.C.

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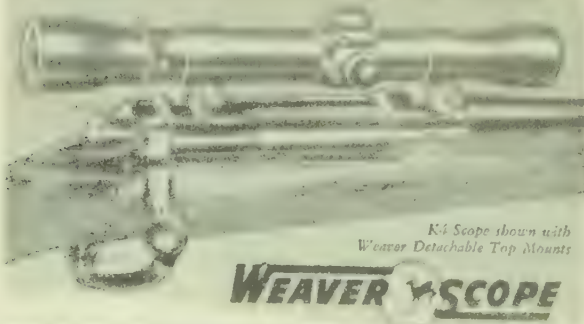
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A TRIP UP THE SKEENA - cont. from pg. 15



The Kincolith at Frizzel Hotsprings dock.

mountains rearing up behind it.

We picked up the boat and crossed over to Port Essington, where Bill had some more business. Bill rarely takes a trip without some objective. While he was occupied, we walked around the village. It also had dwindled in size compared to the Port Essington of yore.

Then we set off down the wide Skeena, towing the smaller boat. The mountains along the river are snow-capped and many of them oddly shaped. The part I like best are the colorful canneries nestled here and there along the river banks. I like the life and bustle connected with them; boats darting away from the cannery, gillnetters returning with their loads, fishermen mending their nets, and friendly fishermen waving at strange boats.

We passed Cassiar, Sunnyside, North Pacific and Inverness. At Inverness we slowed down so Bill could admire some boats that he was well acquainted with. I admired the clean washing hanging out from the cannery workers' individual cabins. It gave the cannery a domestic look.

We took a short-cut home by way of Kitsen Island. I absentmindedly got supper ready before I realized that there was a wind blowing and it was getting rough. When the dishes began to slide around on the table I sat down and held them until we were well inside the harbour, past Kaien lighthouse. Then we had supper.

Coming into Prince Rupert at night, with all its flashing lights and neon-light glow, made it seem like a very large port. We docked at McLean's floats at Seal Cove.

"Thanks Bill, we certainly enjoyed the trip," said Jim.

"Sure was a fine trip," said Bill. "Can't understand those people wanting to live in crowded cities. Rupert is a fine place. Where else can you get in a boat and travel thirty miles up the Skeena to a Hotsprings? I think that's the finest kind of time. What more in life could a fellow want?"

FRASER RIVER SALMON - cont. from page 12

The Indians catch most of their fish in dip nets. They build platforms out over the perpendicular rocks and catch the fish as they come around the rocky points. They used to use spears and gaffs. The Thompson River Indians use gaffs more than nets, perhaps because the Thompson River is clear and the Fraser River is muddy. The Indians like best to dry their fish. They have a special way of splitting and treating them, so blowflys do not spoil them. They also salt them in barrels. 700 fish is a good year's supply for a family. They often net over a hundred in an afternoon. Years ago there was always a good run in the Fraser. One year it would be Sockeye, the next Humpback, and the Spring Salmon ran every year. There was always a sprinkling of Cohoe. The Spring Salmon run in June, the Sockeye have an early and a late run--July and October. The Humpback run in August. The eggs are laid in the gravel and covered over after being fertilized. Nature is very wasteful. Each female salmon lays about 3000 eggs, but only three or four reach maturity. In theory a hatchery would hatch most of the 3000, but so far hatcheries have not been a success in this country.

When the hatchery was built here, they destroyed all the trout in Seton Creek. They shot all the Dippers (a bird which eats Salmon eggs) but so far nature's way is the best way.

An Alaskan cannery tried to find out how many Salmon went up the Wood River, they counted 250 a minute, and estimated 2,600,000 from June 14th to August 10th, and this is only a small river. The Sacramento and Columbia rivers were also great Salmon streams once upon a time. The Northern Rivers in B.C. and Alaska are still good. It now looks as if the Fraser River will be restored, then there will be enough Salmon to feed everyone in Canada and much of the rest of the world.



It takes only a small fire to cure the salmon the way the Indians have been doing it for past centuries.

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Quick Service -----Burns Lake, B.C.

ALEXANDRA BRIDGE - cont. from pg. 9

cent a pound for freight passing over it, plus varying amounts for vehicles and animals.

For a period of twenty years the Cariboo Highway, of which the Alexandra Bridge was a vital link, was the only means of vehicular communication between the coast and the interior. When the C.P.R. was built, however, it gradually fell into disuse.

The 1894 flood rose above the level of the floor of the bridge and carried away much of the decking. As the years went by the wooden parts of the bridge further deteriorated and were not rebuilt. Some local residents were still using it to cross the river but it was becoming extremely dangerous and the authorities decided it would be better down. In July 1912, Dan Sutherland, road superintendent came down from Lytton with a party of men and cut the cables loose from the west side.



Original Alexandra Suspension Bridge

A year or so later during the construction of the C.N.R. a locomotive was hitched onto one of the cables and an attempt was made to break it loose but without success. Some of the protective sheathing was taken off the cables and the individual wires were found to be as bright and shiny as when new.

In 1924 when the surveys were made for the new bridge there were still dome pieces of the original cable lying on the rocks on the east side, still wrapped in its protective covering and the wires still untarnished.

The new bridge, built in 1926, was designed along the same lines as the old. The same piers were used but the deck was raised several feet to clear any possible flood. The pylons were of concrete and steel instead of wood as in the old structure. Multiple cables were used instead of a single one, and they were anchored on one side to the solid rock and on the other to an immense block of concrete.

Six trucks, each loaded with four yards of gravel, were used as a test. Sid Hersling of Laidlaw, who drove the leading truck, says that his heart moved up towards his mouth as he watched the parade of heavily laden trucks follow him onto the, as yet, untried bridge. But again deflection was negligible.

The bridge is not only a highly utilitarian structure, fully capable of carrying any loads to which it might be subjected, but it also, is a thing of beauty, and in the words of the poet, "a thing of beauty is a joy forever"



"...but otherwise, Mr. Jones, I'd say you are perfectly healthy and normal...."

"GOT HIM"

Little Mary had been to Sunday School one morning. The teacher's theme had been "God is Everywhere, Find Him, Keep Him." That afternoon Mary was pondering it and asked her mother if God was everywhere.

"Yes, darling," she replied.

"Is he in this house?"

"Yes, darling."

"Is he in this room?"

"Yes."

"Is he in my cup?"

"Yes"

Mary quickly placed her hand over the cup.

"Got him," she said.

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Breads---Cakes---&---Pasteries
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STRANGE THINGS ...cont. from page 8

little suspected would be a vigil of death.

He found Pick in the cabin doubled over with a bad case of cramps, and helped him into his bunk. When Pick began shaking violently with a chill Farrel remade the fire which was almost out. As the cabin began to warm up the sick man began to get feverish. From then on Farrel never left his side.

John Pick was only 38, a young man compared to Farrel, and his life as a trapper had put him in fine condition. His constitution was strong and he had fought off the ptomaine poisoning valiantly but the agony had become so violent and his groans so terrible that Farrel had been forced to help him with his 'operation' in spite of himself. Both men had taken heart when the brass tube had temporarily relieved Pick, but the respite was short, and the pain soon returned increased a hundredfold.

"If only I could put him on the toboggan and take him into Beaton airport," thought George, "I might be able to get someone to fly him to a hospital." But it was impossible. Though Pick had eaten, and was eating nothing since becoming violently ill, George had insufficient food for himself and the dogs to make the 75 mile trip.

As it was he had to shoot two of the sick man's dogs to keep them from starving.

He watched in vain for someone to 'happen' by. The trader from Fort St. John who usually brought them supplies had not come in this year, and snow conditions were very bad. Any traveller would have to break trail for his dogs, and try to tend the supply toboggan which continually ices up underneath in the Spring and tips over, at one and the same time. Though he realized it was all but hopeless, George kept watching for help and he wrote in his diary, "It seems when you need help the most, it never comes."

Everything worked out against the two men in the cabin. Even the wood for the fire was a trial for it was wet and had to be dug out from under the snow and dried. To add to the irony of the situation, the men were NOT destitute. They had the money to pay for medical care and bodily comforts, but as is so often the case in Northern tragedies, their money was useless.

The days went by, a nightmare of hellish agony. It was sixteen days after Pick first took sick that he died on March 13th, 1948, just ten days after his self-administered operation.

George Farrel put the body of his friend in a high cache, along with his trappers license, wallet and furs. There, they would be reasonably safe from marauding animals.

A few weeks later when a near neighbour,

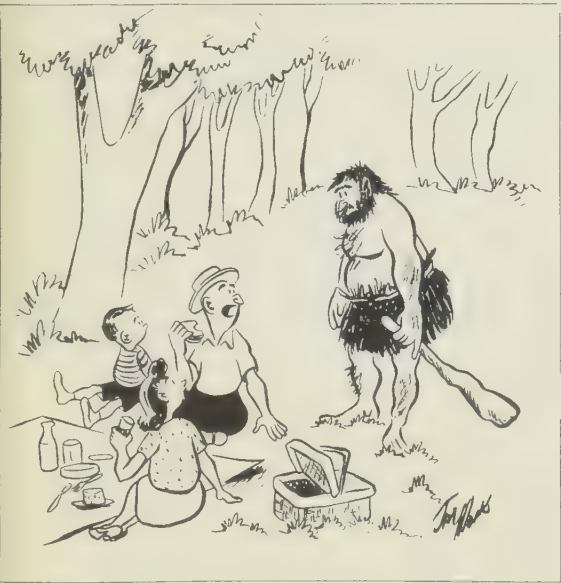
Don Watson came in from Fort St. John with supplies, Farrel sent a letter in to the warden telling the tragic details of the death, where the body was to be found, and explaining that he must leave to go after beaver.

On delivery of the letter an R.C.A.F. Norseman plane was sent to the junction of Conroy Creek with the Sikanni Chief River to pick up the frozen remains and take them to Fort Nelson for burial. Then a return trip was made to bring George Farrel out for the inquest, conducted by Constable Phillip Boulton of the B.C. Provincial Police. The autopsy showed a most poisonous condition of the trapper's stomach and confirmed Farrel's story of the pain which Pick suffered before he died.

After the inquest the man who had befriended Pick in his last illness was flown back to his cabin to carry on his lonely life, and the case was closed.

But one wonders what caused John Pick, when he first came to Canada in 1929, to take up such a lonely and hazardous occupation. Why did he choose such a remote and inaccessible place to live - and die?

There have been many "Strange things done 'neath the midnight sun" - and now one more story - that of John Pick - has been added to the legion of legends about that mysterious district bordering on the Sikanni Chief River, the headwaters of which give rise in romantic and ill-famed "Headless Valley"



...been around these parts long?"

There are two valid reasons why some people don't mind their own business -- They haven't any mind, or they haven't any business.

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HIGHWAY - (MacDonald) - continued from page 7

INTERLOCKING HIGHWAYS

MacDonald's insistence on the superiority of highway over railroad travel for States-Alaska traffic is based on his belief that commercial trucking requires none of the complex personnel organization and extensive and expensive maintenance and terminal facilities without which a railroad cannot operate.

"Whereas 10 years ago a three-ton truck was regarded as a heavy vehicle," he said, "modern trucks run to 60 or even 80 tons."

MacDonald estimated that it would cost \$20 million to span the gap between Fort St. James, northernmost tip of B.C.'s road system and Atlin — a distance of 550 miles.

Fort St. James' 111 miles north of Prince George, is the northern terminal of the historic Cariboo Road out of Vancouver.

Canadians have already surveyed and are now building about 80 miles connecting Atlin with the Alaska highway south of Whitehorse, MacDonald said.

The interlocking of these highways would provide a route 1,000 miles shorter between Seattle and Fairbanks than the shortest distance between those two points by way of the present Alaska highway and stateside feeders.

HAUL SAVINGS

Successful completion of such a route would probably require improvement of the Cariboo Road to match standards of new stretches permitting loads up to 60 tons, MacDonald estimated that this would add \$10 million to his estimate of \$20 million for the new road.

"Canada might foot the bill for this extra \$10 million," he said, "but if not, it could be borne justifiably by the U.S."

Freight haul savings by the military alone could pay for the vital link in a Seattle-Fairbanks highway in about eight months, MacDonald theorized.

He reckoned this period on the basis of military statements that one million tons of highway freight a year would serve needs here. This would amount to 3,000 tons daily. Efficient truck operations can provide a rate of three cents per ton mile, or a daily cost of \$90 per mile of highway. Lopping 1,000 miles from the route would amount to a freight-cost saving of \$32,850,000.00 in one year's time, MacDonald calculated.

To haul one million tons a year here over the route he proposes would require less than 500 trucks spaced 13 miles apart, with a two-

day layover for each truck after each 4,000-mile round trip, according to MacDonald's figures.

“UNTAPPED SOURCE”

MacDonald mentioned one Fairbanks trucker now operating “over the present inefficient route with its steep grades, tremendous total climb and 78 stream crossings” at an average speed of 30 miles per hour with 24 hour driving.


Over the proposed route, at this rate, truck time from Fairbanks to Seattle would be 2.8 days, and from Juneau by a branch road less than two days.

“War or peace, and all other aspects ignored MacDonald concluded, “Alaska must remember the 12 million people most important to the Territory — those living on the Pacific coast.”

“Until we can provide them a quick, pleasurable, commercially efficient connection to offset the American Automobile association’s condemnation of the present Alaska highway as ‘the sourest route in North America’, we are by-passing an untapped source of friendship and support.”



Alaska Highway - Mile 1022 . Proposed new highway would connect with this around Mile 890



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RAILROAD (Magnuson) - cont. from pg. 6

ent Alaska railroad which slants downward 470 miles from Fairbanks in the interior to the coastal points of Seward and Whittier, many people are alert to the developments far to the south.

Attention focuses in Canada, and specifically in British Columbia. Action of the Province in starting this summer to close the rail gap on the Pacific Great Eastern Railway between Quesnel and Prince George means that an important step, and one essential to the proposed Alaskan line, is being taken.

In addition, the British Columbia government will build a good highway between Vancouver and Squamish, at the southern end of the P.G.E.

As Louis Huber recently pointed out in the "Christian Science Monitor" British Columbia is undergoing great changes, with a population now exceeding one million, and being listed as one of the wealthiest of the provinces. It is looking to the development of the Peace River country, rich in resources.

"Important as the extension will be to British Columbia, of greater significance to the whole continent, and to the United States, especially, will be the extension of the line to Alaska, if and when undertaken," he writes.

It is clear, I believe, that there are many serious decisions to be made, many steps to be taken, before the project could be started.

The first are the legislative steps. In the closing minutes of the 80th Congress we succeeded in winning Senate approval of a similar resolution. If the house had not adjourned at the very moment we were in that debate in the early hours of the morning, an expression of Congressional intent would very probably exist now.

It is my hope that this Congress will act, and I am pressing for action on the proposals.

Even then, considerable time is involved. But some sense of whether the proposal is logical may be gained by reflecting on a further fact. If the war in the Pacific, and the Aleutians, had taken a different trend, there might now exist a railroad to Alaska, built under the exigencies of threatened invasion.

That threat provided short-cuts to several decisions. It revealed that a railroad can be built, that there is - from military standpoints - a feasible route, among other things.

Army engineers conducted their survey in 1942. Their objective was the determination of a possible rail route via the Rocky Mountain trench from Prince George to Fairbanks.

It is now possible to report their findings, in part.

WOULD JOIN UP AT KOBE

In describing the route generally, they indicated that a good junction point with the Alaska Railroad to the north would be at Kobe, Alaska, some 85 miles south of Fairbanks.

They located a route about 250 miles inland and about parallel to the coastline of Alaska, running from Prince George, B.C. to Kobe.

From Prince George it progressed on an air line distance of about 570 miles to Fort Frances, Yukon Territory, then turned toward Kobe for an additional air line distance of 650 miles. It did not deviate from these two general courses by more than 30 miles in the entire length of 1417 miles.

Existing access routes were located as so to stress the merits of four construction subdivisions. The Southern division would extend 345 miles from Prince George to the summit of Sifton Pass. The Central division would follow another 351 miles from the pass to the Arctic-Bering divide.

The Northern division would stretch 423 miles from the divide to the Alaska boundary, and the Alaskan division would stretch another 298 miles to Kobe junction.

Total estimated cost - in wartime - was under \$112,000,000.00. This envisaged construction in some 400 days, and employment of a force of 16,937 men. Even under the stress of military requirements, however, this was admittedly a "very optimistic" schedule.

RELATIVELY STRAIGHT ROUTE

The engineers viewed the route as proceeding through the trench from Prince George to its northern terminus. The trench they found to be relatively straight, a narrow valley at the foot of the western slope of the Rockies. Mean elevation of the trench floor was 2500 feet above sea level. Highest point on the route, 3273 feet, is at the summit of Sifton Pass, 350 miles north of Prince George B.C.

All in all, the whole route is favourable for a railway line, they found. Grades are relatively easy, and the valleys allow for satisfactory alignment. Little rockwork, little soft ground, and a 2 percent maximum grade line were factors auguring for rapid construction.

They took rainfall and winter weather conditions into account, finding no barrier. Timber supplies in British Columbia and the Yukon were found largely adequate, more limited in Alaska.

At this writing I have hopes of meeting with Premier Byron Johnson, of British Columbia in the near future. Such a discussion should

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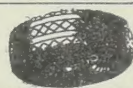
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EDITORIAL - concluded

Recent press releases quote authorities who state that Alaska is wide open to attack from across the Bering Straits - that it could be taken in a week. On pages 4 and 5 are presented conflicting views regarding the additional transportation facilities needed to develop and PROTECT the northwest and Alaska - a railway, or a highway.

Both protagonists are wrong in that they suggest that only one means of transportation will be sufficient. What is actually needed, apart from the present Alaska Highway (with its 50-odd bridges) is BOTH a railway and a highway west of the Rockies. In addition to the north and south lines, there should be lateral branch roads and rail lines to the east and west, tapping the resources of the northwest and providing additional outlets to the Pacific coast. It is ridiculous but true, that from Vancouver to Anchorage there is not a single road connecting the Pacific coast with the interior that is kept open the year round. Along with the above, there should be a northern Trans-Canada Highway extending from Prince Rupert eastward through the Yellowhead Pass, paralleling the C.N.R.

The undertaking of such a program would serve a threefold purpose: (a) tap, and make available to the democracies resources much-needed in both peace and war, (b) provide employment for thousands of people, thus slowing down the tendency of our economies to backslide into another communist-breeding depression, (c) provide adequate communications for the defense of the northwest.

The program undertaken by the B.C. Government, namely, the reconstruction of the Cariboo Highway, the completion of the P.G.E. to Prince George, and the construction of the Hart Highway, all fit in perfectly with the plan outlined above - but it is as far as any provincial government can reasonably be expected to go (financially) in improving northwest defence lines.

Bill 13, referred to by Senator Magnuson, (page 4), now passed by the Senate, may give us a railroad to Alaska. But why stop with the job only partially done? Now is the time to prime our own pump and be - PREPARED.

A. Salmonstad

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afford an opportunity for a mutual exchange of views, and pave the way for future meetings of both Canada and the U.S.

In anticipation of such a meeting, I have advised Premier Johnson that my interest is solely that of a public official who hopes our two governments may cooperate toward the realization of such a project, and that if agreements can be reached under which private financing could participate, there is no objection on my part.

Some of the questions that have been raised, regarding how the road should be built and financed, cannot be met until there has been such international discussion. It has been suggested that a joint international commission might direct the project. There has been no meeting, hence no possible meeting of minds, on this aspect. We can refer to experience with international commissions, however, and the fact that in such fields of mutual importance as fisheries, they have done splendid work.

In such an undertaking, federal agencies such as the defence establishment, the State Department and Interior Department are concerned. To provide them with the authority and stimulus needed, an expression of Congressional intent is essential. That stimulus would follow such action, and in the case of the Army would revive an interest dormant since war pressures eased. The hope is that there will be sufficient interest in Canada to invest its responsible authorities with like interest.

Business and civic groups, represented on their respective sides of the border by boards of trade and chambers of commerce, have given effective attention to the proposal to spin track into the North.

Their views, and the views of others equally interested, will be solicited and welcomed in the exploratory period ahead.

Editor's Note: Since this article was written - Bill 13 has been passed by the Senate and President Truman is now authorized to proceed with negotiations between the U.S. and Canada.



'...just think...at one time this part of the country was nothin' but ice and snow...'



14 Pound Coho Salmon landed by Ronnie Hunt
in front of Telkwa Hotel - August 1948.

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The Great North Road - into Cariboo - now being Black-topped - see page 22